

Hawaiian Gazette

EST MODUS IN REBUS.

TEN-PAGE EDITION.

TUESDAY, SEPTEMBER 10, 1889.

THE PACIFIC CABLE COMPANY.

This company evidently means business, and from the amount of money already subscribed and the commercial standing of those who are interested in it, we feel sure that the scheme will be put through. A cable connecting us with the outside world will make a complete revolution in business methods in this community. Cargoes can then be sold while floating and the utmost advantage taken of a rise in the market. Judge Hartwell, the President of the company, is heart and soul in the scheme and is most sanguine as to its success.

MOUNTED POLICEMEN.

The advantage of mounted policemen (advocated in these columns recently) was shown the other night by the capture of a Chinese robber at the corner of Piikoi and Bereania streets. It is just such cases as these that a mounted police patrol is useful for. And if it is useful in town how much more useful is it in the country districts. Here people may be on the streets late at night and have legitimate business or amusement, but it is very rarely the case in the country. A mounted patrol in the Kohala district would have prevented cattle stealing long ago. A man with a gun, or a man with his lasso making his way towards some one else's pasture after dusk or at sunset, would in that region constitute a suspicious character. A few judicious arrests would have probably saved hundreds of dollars worth of property. The policeman on foot never can make such arrests. The next Legislature must make more liberal appropriation for the police.

A TRAMCAR STARTER.

Every tramcar has to start from a state of rest, and as trams are being constantly stopped and set going, sometimes within the space of a few yards, there is a great strain upon the mules and horses. Indeed this is the cause of the heavy expenditure in animals upon tramcar routes. The mere hauling is a trivial matter; it is the continual overcoming of the vis inertia. Recently a tramcar starter has been invented and has been in actual use on one of the lines near London. The apparatus consists mainly of a coiled spring in connection with a clutch arrangement and a spud on the driver's platform. A movement of the driver's foot throws the arrangement into or out of gear and one revolution of the wheels is sufficient to charge the spring for restarting. On starting the car, the first forward movement causes tension on the traces and releases the spring, which, acting on the wheels, causes the car to move gently forward several feet, in fact following the horses up. We give this bit of information to the tram company here. It will probably save them thousands of dollars, but don't send us a free pass, as we might not hunt up any more street car improvements.

GATES ON HIGHWAYS AGAIN.

Our editorial upon gates across highways, has, as we expected, called forth some comment. We drew attention to the matter because complaint has been made to us by quite a number of travellers. Far from the gates across roads being self-shutting we are informed that some of them are supplied with catches which the traveller is obliged to lift and then close again. In such cases as these, it is not the convenience of the land holder but the rights of the public that must be considered. Supposing there is only one traveller a day along the road, he has no right to be put to the slightest inconvenience. We draw clearly the distinction between private and public roads. A man may put five hundred gates along a private road, even if he allows persons to pass along it, and no one has the slightest ground of complaint. But a public road must have no obstruction. If by sufferance, a gate is allowed, then the land holder should provide the means for causing no inconvenience to the traveller. We stand purely for the rights of the public in the matter, and for the rights of some of

the weakest of them. Such gates are frequently erected in the more out-of-the-way districts and the people resident there are so dependent on the land holder that they dare not complain.

In many countries such obstructions would at once be pulled down by the residents: many a village community in England has torn down gates to protect the right of way. As far as we can see from a careful perusal of the law, there is nothing which compels a man to shut a gate on the high road, and the right thing to do would be to leave it open. Then the landholder would be compelled to keep a man to shut it, if he did not keep one to open it.

As we before remarked, the matter is one that the Minister of Interior should look into or instruct the road boards to take cognizance of.

A NEW FIBER--THE SISAL.

The following letter from a gentleman in Boston, formerly a resident of Honolulu, was received by his correspondent here, and has been handed in for publication. The subject to which it refers should receive attention from those who have the land and the means to try the experiment. Sisal is the fiber of the American aloe, or agave, which is found growing here, (and not of the cactus,) and there are thousands of acres in this group adapted to its growth. The name "Sisal" is derived from the district in Yucatan, where the aloe was first found growing.

BOSTON, August 15, 1889.

DEAR SIR: Have efforts been made at any time to investigate the feasibility of growing Sisal in the Islands successfully? This as you probably know is the great staple of Mexico and Central America. I am informed that there is a great demand for this fiber in the U. S. It was brought to my attention in conversation with a gentleman who had been in Yucatan for the past two winters. He happened to state that the Indian planters there were growing very prosperous, and it was through raising Sisal. He said that it grew on rocky, barren places, required very little care in shape of cultivation, needed but very little moisture, that the plant was perennial, and the expense of raising it was little.

It struck me that this might be just the thing for your coral and lava plains which are of little use, and such a thing could easily supplement some of the sugar plantations which had some such lands which are not available for cane. It now brings eight cents per pound I am told, which is rather a high price, and that in a series of years six cents might be a fair average. If you think this is worth looking into, I should be glad to do what I can for you.

Parties in San Francisco could give you information as to whether or not there is a market in San Francisco, and whether or not it can be grown to greater advantage in California. There is a rope walk in San Francisco which must use this stuff.

The Sisal is a species of plant that requires two or three years for growth before it is ready for stripping. I cannot believe you can ever do anything with Kamie, because that plant will grow almost anywhere, it even grows in New England. I believe it would be worth while for you and others to put out a little time and money in investigating this subject, provided you find San Francisco a market, or likely to be one. One great use at present is that of a binding twine, and immense amounts are now used in binding wheat.

Very truly yours,
W. K. AUSTIN.

CANNIBALISM IN THE NINETEENTH CENTURY.

A telegram among the batch that came to us by a recent mail, speaks of an agent of the Dominion Government having discovered a tribe of Indians in the northern part of British Columbia, who for generations had indulged in cannibalism as one of their sacred ordinances.

The spread of civilization during the last fifty years has been so great, and the remotest portions of the earth have been so frequently visited, that people think of cannibalism as a thing of the past. Such is not the case, however, even in the Pacific Ocean. Hardly anyone will believe that fact, but fact it is, and we have the authority of Mr. H. H. Romilly, deputy commissioner for the Western Pacific. His information comes down to 1885. In his work "The Western Pacific and New Guinea," he gives an account of a cannibal festival of which he was an eye-witness. This occurred in New Ireland after a great native battle when the conquerors feasted on the bodies of six of the conquered. The description is very minute, and for such a disgusting and horrible subject well and delicately handled. This writer estimates that the cannibals in the world may be numbered by millions. He considers that one-third of the inhabitants of New Guinea, of the New Hebrides and of the Solomon Islanders are cannibals, while all the natives of the Santa Cruz Group, Admiralties, Hermits, Louisiade, Engineer and D'Entrecasteaux groups come under the same category.

Turning from the Pacific to the interior of the continent of Africa we find in a paper, published in the June number of the proceedings of the Royal Geographical Society, which gives an account of the explorations by Captain Vangete, the statement made that cannibalism exists there on a large scale. The Ba-te, a tribe on the banks of one of the tributaries of the Congo, make frequent raids whose only object is the procuring of "meat," said "meat" being human flesh. All that is killed is eaten on the spot, what is taken alive is carried off and eaten as occasion arises. The captain says he has seen houses surrounded by a border of skulls for a distance of at least twenty-eight yards.

There is a vast amount of civilization yet to be done before the horrible practice is completely eradicated, and yet anyone asked off hand would in nine cases out of ten say that such a thing as cannibalism had long since closed. It is however a surprise to find the practice still surviving in an out-of-the-way portion of North America. We do not think it survives in South America.

A STEAM LINE TO TAHITI.

Reliable information has reached Honolulu to the effect that the French government will receive tenders for a steamship line, to connect Tahiti with Honolulu or Samoa, not later than November 15, 1889, at Paris.

The distance from Honolulu to Tahiti is 2,380 miles; while from Tahiti to Samoa the distance is only about 600 miles. The advantage of less distance is thus clearly on the side of Samoa, and yet the commercial advantage to France or to its colony of Tahiti, would be at least ten times as great by way of Honolulu. At Samoa the connection with the only through steamers that touch there is of the poorest kind, as the vessels of the Oceanic line do not enter any Samoan harbor, but remain out at sea until a small boat comes from shore to deliver and receive mails and passengers; nor can this state of matters be remedied, as the harbors and their facilities are very inadequate and must continue to remain so for years.

Viewing the matter in this light, the French government would naturally prefer that Tahiti should be connected with Honolulu by steam; and the only thing that will prevent its accomplishment may be the amount of subsidy required.

So far as Honolulu is concerned in this new feeder to the Oceanic line, the desirability of having the Tahiti steamers make Honolulu their terminus is very obvious, as a valuable trade would doubtless be the outcome. In addition to a large cattle and merchandise trade, the fact that Tahiti is to be made a more important station for French naval ships than it has heretofore been, indicates that large naval supplies will be required for them.

The Hawaiian government look very favorably on this project of connecting Tahiti with Honolulu by a monthly steam line, and will probably ask the legislature to provide a subsidy to assist in its establishment. Not only will it tend to open trade with Pepee, but with the entire Society, Marquesan and Paumotu groups, all of which receive their supplies through Pepee. It will thus be seen that the project promises to be one of great benefit to this group, and to the carrying and passenger trade of the Oceanic steamship line. In short, it would attract to Honolulu a considerable trade which does not come here; and this will be greatly increased when the ocean cable connecting us with San Francisco, the United States and Europe, is completed.

The tenders, as advertised for in San Francisco, call for: 1st. The amount of subsidy required; 2d. The tonnage of steamers to be employed in the service; 3d. The rates of passage to be charged officials of the French government, and the rate per ton of freight; 4th. The amount of security to be given for the proper fulfilment of the contract.

The subsidy granted by the French government will entitle the said government to the free transportation of all mail matter delivered by the Postoffice or transmitted to it on all the line from San Francisco to Pepee, Tahiti, and vice versa. Tenders sent to Paris should be addressed to the Under Secretary of State of the Colonial Department, 2 Rue Royale. These tenders have until the 15th of November next to be sent in; but at that date the time closes.

TECHNICAL SCHOOLS.

In these days of progress, technical colleges are being spread all over civilized countries; and mechanical education is receiving every succeeding year more attention. This is evidently the beginning of a practical era in the world's history, an age when it is not derogatory for human hands to be turned to works of practical utility. There are at this date fewer drudges in human lives than there were a few years ago; and the proportion of ornamental persons in civilized lands is being gradually but surely reduced.

A knowledge of the dead languages is useful chiefly in certain professions; but it is useless to the millions of men and women who earn their bread with their hands, and to a very large proportion who earn it with their brains. Time was, and not very long ago, when an Anglo-Saxon gentleman's education consisted of Latin, Greek, a smattering of French, and a very small smattering of theories connected with science; but we now look upon a different world, where life goes on under a very much higher pressure, and where changes of circumstances are much more frequent, sudden and varied.

Technical colleges and schools fit boys and girls for the duties of everyday life; trades are taught, sciences are explained so far as they are applicable to profitable practice, and youths are fitted to earn their bread under reverses and changes of conditions. In other words, they are fitted to be useful in the world, and live independent of charity or questionable transactions. Living on one's wits will not be so common in the future as it has been in the past.

We now ask: What has been done in the Hawaiian Islands to establish technical schools furnished with the necessary appliances? A small beginning has been made at Kamehameha School, Palama, and at the Hilo Boarding School, under Mr. A. W. Burt; but are these limited attempts at technical education sufficient?

In view of the number of Hawaiian colleges and schools where ornamental education and training are obtained, would it not be wise to follow in the footsteps of more civilized countries, and establish special schools on each of the islands for mechanical training in such branches as are most fitted for this climate? Is it doing justice to the native population to bring them up as useless men and women, fit only for unskilled laborers or vagabonds?

These are questions that, if they do not press themselves upon us now, must do so at an early date, if we are to keep abreast of other countries in works of utility and progress; and our attention cannot be drawn too soon to the coming necessities in this direction.

This Kingdom may not be yet ripe for technical colleges that grant degrees in the several mechanical branches; but certainly technical schools imparting instruction in mechanical trades, are an obvious want; and this want should be supplied in justice to the native population, and as a help to white boys in obtaining the elementary instruction necessary to fit them for taking positions in workshops.

Views of the British Premier.

In his recent speech at the Mansion House, London, Lord Salisbury said that England's aim in foreign affairs was always "peace with honor." Concerning the immediate danger of a conflict, he regarded the vast preparations that had been made as a great security for peace. Events in Egypt did not menace the permanent prosperity of that country. The disorder on the frontier would be suppressed. England had entered into engagements not to abandon Egypt until the latter was capable of maintaining her own government in the face of foes, and these engagements England would assuredly fulfil. Referring to Crete, he did not consider that there was any need to fear that the present movement would lead to a European disturbance. He repudiated the remotest desire to see England in possession of Crete.

Special Notices.

MR. W. F. ALLEN,

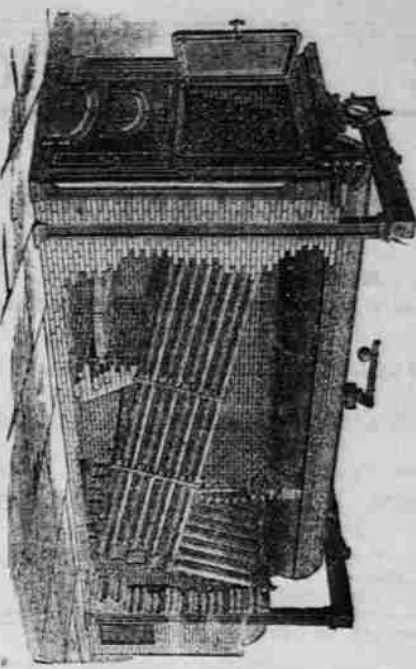
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